

# APPALLING!

Terrible Loss of Life at St. Louis and East St. Louis.

Millions of Dollars Worth of Property Destroyed.

A Cyclone Strikes the Two Cities With Disastrous Results.

Fire Adds to the Scene in East St. Louis, With a Loss of Millions.

The List of Dead Will Foot up Nearly Five Hundred.

The Railway Bridge Partially Destroyed—An Immense Amount of Damage to Vessels at the Wharves—The Scenes of Suffering and Death Are Beyond Description.

St. Louis, May 28.—This city was swept by a cyclone of frightful fury late Wednesday afternoon. The loss of life is appalling and the property loss cannot be estimated.

East St. Louis suffered probably the greatest. Messengers came at 7 p. m. from there asking for physicians and nurses. The steamer D. H. Pike with 30 passengers on board bound for Peoria was blown bottom side up.

The steamer Dauphin, with a crew of six and 20 lady passengers on board, was blown against a bridge pier and broke in two. The ladies and two of the crew clung to the bridge stone-work and were rescued. The steamer Libbie Conger, with Capt. Seaman, his wife and a crew of three aboard, went adrift. The wreck of a boat opposite Carondelet is supposed to be the steamer Conger.

Ottendades' furniture store at Broadway and Soudard was demolished and six men are reported killed. A saloon at 604 South Seventh street fell with nine men in the ruins. St. Patrick's church at Sixth and Biddle streets fell and the debris fills the streets. The electric railway line is burned out as well as electric light plant. Fourteen fire alarms were sounded within an hour.

Two hotels in East St. Louis, one of them, the Tremont, is burning, and a number of people have perished in the flames.

Three alarms of fire were sent in from the poorhouse, which building has 1,200 inmates. The roof of the poorhouse was blown off and the fatalities are great.

During the last race at the fair grounds the roof was blown off. The crowd had gone to the open field for safety, and but four men were killed. The armory at Seventeenth and Pine streets is being used as a temporary hospital. At 7:30 p. m. the rain, which had ceased for a time, began afresh and fell in torrents.

At eight o'clock the eastern sky was aflame with the light of fires in East St. Louis.

The metal roof of the Merchants' exchange was rolled up like a scroll and fell into the street.

The Louisville & Nashville east-bound local passenger train had just reached East St. Louis when the storm struck that city. The train was overturned but miraculously only a few passengers were injured. They were taken from the cars by railroad yard men. The Chicago & Alton east-bound local passenger train which left St. Louis at five o'clock was on the east span of the bridge when the wind picked the cars up and turned them over on their sides. The iron spans and trusses held the cars from toppling into the river, 100 feet below. The passengers were thrown into a confused mass. The net work of wires made rescue difficult and dangerous but it is thought all will be got out uninjured. The east span of the east bridge is so badly wrecked that it will take three days to allow trains to pass.

The reports of fatalities in East St. Louis is hourly increasing and at nine o'clock it was estimated that the loss of life will exceed 150. It is impossible to cross the bridge or river to get particulars.

Lightning struck the Standard Oil works and flames were soon pouring from a dozen buildings. The fire department was utterly powerless to cope with the conflagration and it is feared nearly the entire business and a great portion of the residence section will be destroyed by flames if not already so by the wind.

Among the principal buildings already in ruins are the National hotel, the Standard oil works, East St. Louis wire nail works, the Crescent elevator, Hazel elevator, all freight depots and stores, and residences on St. Clair avenue.

At nine o'clock no wire can be obtained to surrounding territory in the eastern and northern portion of Missouri, but it is feared that the loss of life in these sections will be very large.

The damage to property in St. Louis is estimated at \$200,000 and the loss in East St. Louis is already \$2,000,000 and the fire is still raging.

The plant of the flour mills and the works of the St. Louis Iron and Steel company were destroyed, and the big Cupple's block of buildings was partly demolished.

The dead and injured are being taken from the ruins of the various buildings and manufactories.

Walters & Pierce's oil works are in a blaze, and buildings in several parts of the city are burning, with little hope of saving them.

The destructive result of the storm

seems greatest in East St. Louis. H. C. Rice, the manager of the Western Union at the relay depot on the east side, climbed across the demolished bridge and reported a wreck of terrible proportions. He said the National hotel, Tremont house, Martell house, De Wolf cafe, Hazen Milling Co.'s mill, Horn's copper shop, and a large number of dwellings east of that section, were swept into wreckage and many people perished.

The Baltimore and Ohio and Vandalia roundhouses, the Standard oil works, East St. Louis and Crescent elevators and a dozen freight houses on the levee were caught in the vortex of the cyclone and reduced to debris.

It is reported that the Grand Republic and several other excursion steamers with all the passengers and crews have gone down, with all the steamers on the levee sharing a like fate.

The city is in total darkness and the telegraph companies lost every wire out of the city.

The situation in East St. Louis is appalling. The tornado struck that city with terrible effect, and it is now estimated that 800 persons are dead as a result of wind, flood and flames.

The tornado was followed by an outbreak of fire caused by lightning and before the flames were gotten under control property to the value of nearly \$3,000,000 was destroyed.

The tornado passed in an easterly direction and it is reported that at Vandalia and Caseyville, in Illinois, suffered severely. One report states that the railroad depot in Vandalia was blown away and 30 people were killed.

There were really two cyclones. One came from the northwest and the other from the direct east. Both met on the Illinois shore of the Mississippi river and joined in a swirling cloud of death and destruction. The list of dead in St. Louis is beyond present computation. There are now 15 dead bodies at the morgue.

A startling report has just reached police headquarters that 200 girls are in the ruins of Liggett and Myer's cigarette factory at Tower Grove Park. Alarming reports of great loss of life in the southern portion of St. Louis from railroad tracks to Carondelet.

The wind swept away the roof of the Exposition building and that structure is badly damaged by the flood of water. The greatest anxiety is felt for the safety of passengers on the different excursion boats which were on the river when the storm broke. The steamer City of Florence with an excursion party is reported lost below Carondelet.

The steamer St. Paul, with 30 passengers, left for Alton at four o'clock and is believed to have been wrecked. The levee is packed with people groping through the darkness and eagerly imploring information for loved ones on the river. The destruction to property in this city will not be learned until daylight.

The Annunciation church, at Sixth and La Salle streets, was totally destroyed, and Father Head, the pastor, was fatally injured. Michael Dawes, a driver, was blown from his wagon in the vicinity and instantly killed.

The middle span of the roadway above the railroad tracks on the Eads bridge was blown completely away. It is not known whether any persons lost their lives while crossing the bridge.

The difficulty in obtaining information from outlying districts is increased by an order from Mayor Walbridge ordering all electric light circuits turned off. This is to prevent death to persons coming in contact with broken electric light wires. Later reports from the city hospital states that only two were killed and six injured as a result of the roof of that institution being blown off.

From Soudard street southward as far as Carondelet wind played havoc with the residence and business houses in that territory. The streets are filled with the wreckage of demolished houses over an area of 15 blocks. The number of bodies already found indicates that the loss of life in that section will reach at least 30. The body of a well-dressed man was found at Marion street and Park avenue. Peter Dietrich was killed in the collapse of a big mill at Ninth and Marion streets. Wm. Ottendale, proprietor of a factory at Marion and Eighth streets, and Benj. Burgess, an employee, were killed in the wreckage of the building. An unknown man was found under the bricks of a fallen chimney at Second street and Chateau avenue. Foreman Jos. Carpenter, of the St. Louis railing works on Menard street, together with his wife and child, were crushed to death in the collapse of the factory. The body of an unknown man was found badly mangled in a quarry on De Soto street. Alex. Schullinger, a draftsman, was struck by a falling tree and killed on Third and Marion streets. Fred Wetts, aged 17 years, and his sister, Theresa, aged 13 years, were found dead in the ruins of their home at No. 1728 South Ninth street. St. Paul's German Evangelical church on Ninth street and Lafayette avenue, Trinity Evangelical Lutheran church on Eighth street and Lafayette avenue and St. Hughes Catholic church on Kansas avenue were totally demolished. Epsteins & Bernstein's wholesale liquor store at 239 South Broadway collapsed from the force of the wind. Julius Marano was killed and three others seriously injured. The power house of the Scullin line at Jefferson and Geyer avenue was totally destroyed and a dozen employees received serious injuries. The Gem theater building on Walnut street was badly wrecked by the wind.

In addition to the river disasters noted, later reports add to the losses. All the wharf boats on both sides were swept away and sunk. The steamers Medill, City of Pittsburg, Belle of Calhoun and City of Providence were all driven to the Illinois shore and wrecked. Eleven members of the vessels' crews tried to swim ashore, but were caught in the eddy of the Pittsburgh dike and drowned. The river front is a mass of wreckage. From the Eads bridge south for miles every building has been damaged that is not

in ruins. The loss to shipping is estimated at \$400,000.

Shortly after midnight the fire department secured control of the conflagration at East St. Louis and the members of the department began to assist the ambulance corps in caring for the wounded. No attention was paid towards taking care of the dead. The streets were in Egyptian darkness and searchlights were placed on patrol wagons in an effort to reach the location of the injured. The ambulances were run at breakneck speed, and inside of one hour at least twenty-five seriously injured were carried to the dispensary. Their wounds were dressed as rapidly as possible and they were carried to houses miles away to await the result of their injuries.

The scenes of death and suffering in East St. Louis are beyond the power of description. Men, women and children fell victims to the swoop of the elements and the clang of the ambulance only notified the survivors of the death or fatal injuries of another citizen. Railroad trains, both eastbound and westbound are stalled at the entrance of the Eads bridge with no hope of proceeding farther for the next three days.

Every ferry boat on the river has fallen a victim to wind and waves, and there were not over two crafts in the river Wednesday night that dared cross the Mississippi. Men bringing information of the condition of affairs in the ill fated city of East St. Louis are obliged to climb on hands and knees across the broken girders of the Eads bridge.

Supt. Jones of the Western Union Telegraph corps of repairers made the perilous trip at midnight and reports the situation one of horror.

It is utterly impossible to get a record of the dead as they are carried into the improvised morgues. So far 74 bodies have been found and at this hour (1 a. m.) messengers are constantly notifying the authorities of finding the lifeless remains of victims in ditches, under trees, trestle works, railroad trains, depot ruins and in the demolished residences.

At the east telegraph switch tower of the Eads bridge the unidentified bodies are placed in ghastly rows on the pine floor. Of these it is assumed that about three-quarters are well known and prosperous citizens. The identified dead so far includes Judge Fouts and his wife, of Vandalia, Ill., who were among the victims of the Relay depot wreck.

The steamer Grand Republic is safe and sound on the Illinois shore with her 560 passengers, mainly Sunday-school children.

The fire department authorities in St. Louis Wednesday night placed the lowest estimate of the dead in this city at over 200.

Nearly two hundred squatters on house boats on lowlands on the Illinois shore of the river were caught unawares by the tornado and nearly every life was sacrificed to the fury of the storm.

The storm in this vicinity abated at 11 o'clock Wednesday night and inside of an hour the temperature dropped nearly fifty degrees.

At two o'clock Thursday morning the city dispensary had cared for 103 injured victims of the storm and 49 dead bodies had been reported to police headquarters. No news from outside localities can be secured until daylight. The east end of the Auditorium building, in which the republican convention will be held, is a total wreck, but will be rebuilt immediately.

Twenty-four feet section of the western wall of the city jail blew down, exposing the interior. It was during exercise hours, and the 200 prisoners who were exercising in the building were panic stricken. They were too frightened to try to escape. Jailor Wagner was on the scene in a moment, and with the aid of a number of detectives and policemen the prisoners were placed in their cells.

Three stories of the Coe Manufacturing Co.'s building, Ninth and Gratiot, and nearly half of the Wainwright brewery were blown down.

The summer high school, Eleventh and Spruce streets, and Jere Shohan's livery stable, Eleventh and Walnut, were unroofed.

The engineer of the Etna iron works, Twenty-first and Papin streets, was almost instantly killed. The walls blew in and he was scalded to death by steam.

The consolidated wire works, Twenty-first and Papin streets, was almost totally wrecked. Seven persons are known to have been injured seriously by this wreck and many more are said to have been hurt by falling walls.

The two-story building of the C. H. Sawyer Manufacturing Co., 1819 Chouteau avenue was demolished. John Sawyer, a member of the firm, and Emma Chaney and Isabella Hamden, typewriters, were crushed to death under the walls. H. H. Sawyer, a member of the firm, was injured fatally.

The St. Louis Refrigerator and Wood-ware Co.'s factory, Second street and Park avenue, was completely destroyed. So irresistible was the cyclone and so much greater in magnitude than any the country has ever previously known of, that some of the stanchest business blocks went down before it. Structures, the pride of merchants and architecturally famous from New York to San Francisco, were like tinder boxes when the wind was at its height.

The massive stone fronts caved in. Iron beams were torn from their fastenings and carried blocks away, as if they had been feathers. Roofs, braced and held together in positions by every device known to the best builders of any day, were torn off as if held only by threads.

Telephone poles fell in groups of a dozen or more. At the river no one cares to even guess the number of dead on its bottom. Scores of persons were drowned or, after being killed on the land, blown into the water.

Steamboats, wharfbarges and barges were swept from their fastenings almost in a solid phalanx and cast adrift. Some were overturned and sunk. Others were blown across the river and

crushed against the other side. The Anchor line wharfbarge and the excursion wharf were the only things afloat left between the bridge and Spruce street.

Both of these were shoved up on the bank, indicating that the storm had a rotary motion, as all other craft were blown in the other direction. Some boats were seen floating when the brunt of the storm had passed, but in nearly all cases the upper works were torn away. The damage of shipping alone will run up into the hundreds of thousands of dollars.

The Bald Eagle struck the middle pier of the bridge as she went down and all of her crew, except the watchman, climbed on the pier and were pulled up by ropes to the bridge. The watchman went on down the river with the boat.

CHICAGO, May 28.—From reports received by the United Press up to one o'clock Thursday morning from Missouri, Illinois and Indiana cities the direction and extent of the appalling cyclone are shown. The storm began its work of devastation and death near Moberly, in Randolph county, in the northeastern part of Missouri. It then passed southeast into Audrain county where the schoolhouse at Rush Hill and its occupants were victims. The cyclone moved slightly north into Pike county, Missouri, and then jumped the Mississippi river into southern Illinois.

The tornado then passed south and east, following the river until it joined the Mississippi, the greatest point of destruction being reached at St. Louis, East St. Louis and East Carondelet. The direction of the wind storm from that cluster of stricken cities then appears to have been a southeasterly line, through Illinois, but no news of destruction has been received from Illinois towns east of the big river. The cyclone reached the Ohio river and struck Evansville, in the southwestern corner of Indiana, about half-past ten o'clock. Later news indicates that the great storm is tearing a path through the heart of Indiana in a southeasterly direction.

The latest reports compiled from the scenes of destruction in the three states point to the loss of over seven hundred human lives and the probabilities are that later reports will swell the total death list to enormous proportions.

According to places the death toll is divided as follows:

In St. Louis, 300; East St. Louis 300; Rush Hill, Mo., 10; Rinick, Mo., 5; Labadie, Mo., 10. The number of injured is estimated to be in the hundreds.

The Street Car Strike at Milwaukee.

MILWAUKEE, May 28.—After a meeting of the street railway strike managers Wednesday President Mahon announced that a telegram had been sent to President Gompers, of the American Federation of Labor, demanding his immediate presence in Milwaukee in connection with the situation. President Mahon would not say what was contemplated in sending the telegram, but the general understanding in strike circles is that the boycott to be extended by a strike wherever employers patronize the street cars.

The Emperor's Yacht Abandoned.

LONDON, May 28.—While the Meteor, the new yacht built for Emperor William, of Germany, by the Hendersons, was proceeding from Plymouth for Cowes, Isle of Wight, in tow Wednesday the weather became so bad that the tug having her in tow was obliged to abandon her. The yacht was abandoned off Start Point and her present whereabouts is unknown.

Heavy Rainfall.

MILAN, Mo., May 28.—The heaviest rainfall for many years visited this city Wednesday afternoon. Two and a half inches of water fell in 14 minutes from a dark cloud which formed northwest of the city, and caused consternation. Before the cloud reached the city it seemed to rise and passed over. The rain was immediately preceded by hail as large as goose eggs.

To Increase Letter Carriers' Salaries.

WASHINGTON, May 28.—Mr. Mitchell (rep., Ore.) Wednesday favorably reported to the senate from the committee on post offices, his bill to increase the pay of letter carriers. It is similar to one already reported favorably to the house. Should the bill become a law it will increase the expenditures of the post office department in the sum of \$2,000,000.

Lillian Nordica Married.

INDIANAPOLIS, Ind., May 28.—Mme. Lillian Nordica, the famous soprano who is the star attraction of the Indianapolis May festival, married Wednesday evening to Zoltan F. Dome, a young Polish tenor, a singer who is also participating in the festival. The bride is about thirty-eight years old and the groom is 30.

The Insurgents Defeated.

MADRID, May 18.—A dispatch to the Imparcial from Havana says that Col. Moncada with a force of Spanish troops has defeated a band of insurgents 2,000 strong under command of the leader, Aguirre. The engagement took place near San Blas and, the dispatch says, resulted in a severe loss to the rebels.

The Storm at Mexico, Mo.

MEXICO, Mo., May 28.—This county, Randolph, was swept by a cyclone Wednesday evening. Both telegraph and telephone wires are prostrated. Carriers from the country report the disaster widespread. Seven people have been killed and 25 wounded.

Terrible Storm at Newark.

NEWARK, O., May 28.—A terrific wind storm struck this city at 3:30 o'clock Thursday morning. Chimneys were blown down, houses were unroofed and considerable damage done to small buildings. Telegraph and telephone are prostrated.

Six Inches of Water Fell.

ALTON, Ill., May 28.—Six inches of water fell here in a few minutes. The Burlington tracks were washed out and are covered by landslides and all south bound trains on all roads stopped in this city.

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